

PEACE FACES CLIMAX IN STRIKE

Leadership Hinges on Outcome of Refusal of Roads to Accede.

SOLUTION IN LABOR BOARD
Executives Can Accept Order to Restore Seniority—Hooper's Statement Not Binding.

By DAVID LAWRENCE.
President Harding's dilemma in the rail strike brings a climax in its influence and leadership. Not merely those interested directly in industrial controversies, but all who see in the immediate future a test of Mr. Harding's whole administration with respect to Congress, are watching the chief executive's every move.

Mr. Harding is by nature a peace-maker, patient and tolerant. He is disappointed that the spirit of compromise doesn't pervade disputants as it does his whole philosophy of life. Force and violence may temporarily triumph, but in the end they defeat their own objects—so reasons Mr. Harding.

With all that has happened since 1914 to vindicate principles vital to civilization, there is an acknowledged feeling of regret that the voice of reason didn't stay the hand of passion and prevent the great war. Somebody has to compromise unless a war is fought to a finish, and the world today is a place where compromise is a very little gratification anywhere. Will the industrial crisis be a war to a finish and leave the public vanquished and both sides injured? Even the victor in the world war—France—has cried out that she was more than defeated.

Mr. Harding's appeal to the railroad executives was based on the idea of saving the American people from the damage by a compromise which might be distasteful to both parties to the dispute, but would prevent suffering to the greatest number.

Further Step Necessary.
Now the President is faced with the necessity of taking a step further in this same line of reasoning. Threats that he will take over the railroads at this time are mere conjecture. Mr. Harding remembers the war administration of railroads and the price the country paid in taxes thereafter.

What is the way out? The feeling is growing here that the solution lies with the United States Railroad Labor Board itself, whose members have at last pledged themselves to uphold the seniority dispute involves the transportation of the country. The act of the Labor Board can take jurisdiction over such a dispute of its own motion, or it can obtain jurisdiction after the men go back to work and the inevitable dispute about restoring seniority rights arises.

The Labor Board now has been made supreme. As the "agency of the government," both parties respect it, therefore, if the next move came through the board. The latter by taking cognizance of the dispute, will, in the eyes of the public, be the one to make the decision. With that as a base the board has the men to return to work and the roads to take them back.

Board Could Restore Seniority.
As for the disposition eventually of the seniority question, it is not a new problem. The railroads have again and again in the past restored seniority rights after they had taken on new workers. If the Labor Board decides that the railroads would have to restore seniority, there is every reason to believe the roads would obey—it would not require a humiliating reversal of their own motion, might have been the case if they accepted Mr. Harding's proposal outright.

The Labor Board itself has not issued a decision on seniority rights, as the railroad executives and their spokesmen infer. Chairman Hooper gave a newspaper interview on the subject, but in view of the peculiar position of the board, Mr. Hooper does not speak of the views of the board. He did not speak of the seniority question for the three labor members of the board, and it is difficult to say whether he spoke for the other two members of the public group on the board.

The matter never came to a vote in the board. It is not binding. It may well happen that Mr. Hooper might vote with the three railroad members on the board, but if the two public members voted with the three labor members, the vote would be five to four in favor of restoration of seniority rights. Mr. Hooper may be committed by a public statement, but the position of President Harding as expressed in his letter to the railroads and the employees would have great weight in the decision on seniority which might be rendered by the whole board of nine members.

President May Act Shortly.
The question is whether the strikers will go to work in the confident expectation that the Labor Board will see that their rights are secured. They, too, are bound by their acceptance, however, of point one, which puts them on record as willing to obey the Labor Board.

Mr. Harding proceeds slowly and he is today pondering the whole situation and particularly this form of solution. Action will come before the end of the week. Few people believe the President will let the situation drag on a week more without answering the executives and thus moving matters closer to a peaceful ending by affording both sides another way out.

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PRODUCTION ON INCREASE.

Pittsburgh District, Working Under President's Plan, Picks Up.
By the Associated Press.
PITTSBURGH, Pa., August 3.—Slightly increased production of coal in the mines of the Pittsburgh district, reopened under President Harding's plan, was reported today, with the added statement that "four or five mines" in the Allegheny region are to be started tomorrow. It was at Allegheny that the March on Cliftonville, W. Va., which resulted in the shooting of a week more without action, was started. The statement given out by the Pittsburgh Coal Producers' Association said that enough men were at work in Montour, No. 4, to bring the tonnage to 100 tons a day, while fifteen men had been at work in the Hendersonville mine, and the total force at the Wilson mine was 100. A number of miners living in the company houses at the Allegheny mine were said to have returned to work, while Lincoln Hill was operated under the company plan, and the Imperial mine was turning out between 1,500 and 2,000 tons a day.

One of the public parks in Sacramento, Calif., has a grove of fourteen trees, all transplanted from battlefields of the civil war.

Text of Strike Leaders' Note Accepting President's Terms

By the Associated Press.
CHICAGO, August 3.—Full acceptance of the peace proposals submitted by President Harding was voted last night by leaders of the striking railway shopmen and employees, gave their own interpretation of each of the three suggestions.

Text of Message.
A message advising the President of their acceptance read as follows: "The representatives of the employees feel themselves under obligation to support every proper effort on the part of the government to bring about or to preserve the uninterrupted operation of the transportation industry. The stubborn refusal of the railway executives to establish a board of adjustment, as contemplated by law, in order to settle efficiently disputes over rules and working conditions and the consequent refusal of railways, representing over a quarter of the mileage of class I railroads, to comply with the decisions of the Railroad Labor Board against the practice of contracting out work and shops; the persistent campaign to deny to the railway employees and their families the right to work under fair and reasonable conditions and to disintegrate their organization in cumulative effect rendered service by railway employees under the terms and conditions to be effective in 1932, intolerable to over 95 per cent of these employees, who, therefore, voted to suspend work."

Would Return to Work.
"It is now proposed that they return to work, temporarily accepting wages and working conditions which they feel to be unjust, with reliance upon the following program for redress of grievances: "The railway managers and workers are to agree to recognize the validity of all decisions of the Railroad Labor Board and to faithfully carry out such decisions as contemplated by law."

"The employees have always taken the position that as long as they continued to render service they would abide by the rules and working conditions and accept the wages agreed upon by proper negotiation, or determined by the Labor Board after a hearing of a dispute upon the merits. They respectfully point out again that violations of law and refusal to comply with decisions of the Labor Board have been exhibited only by the railway management and that they have been universally admitted that the employees in exercising their right to suspend work under non-acceptable conditions were neither violating the law nor the decisions of the board."

Cite Penny Case.
"We understand that the recognition of the validity of all decisions by the Railroad Labor Board—contemplated by the law—means, for example, that in the case of the Pennsylvania railroad all employees will return to work under the wages and working conditions established in the decisions of the Labor Board and that the sole question of 'validity' pending in the Supreme Court, in decision No. 218, the method of selecting arbitrators and the method of selecting arbitrators, assuming that the railroad has appealed from the decision of the United States circuit court of appeals, which sustains the action of the Labor Board."

"Second, the carriers will withdraw all law suits growing out of the strike and the Railroad Labor Board decisions which have been involved in the strike and will take the position that they recognize rights by either party, to the Railroad Labor Board hearing."

"It is our understanding that the representatives of the employees, upon seeking a rehearing of the controversy and the acceptance of the working conditions established in the decision, will be afforded prompt rehearing and decision by the board, and that the board will take the position that the employees in electing to suspend work and in continuing this suspension under the sanction of and in accordance with laws of their national organizations, have ended any cautious questioning as to who are the properly accredited spokesmen of the vast majority of railway employees. We desire to call attention to the orderly and disciplined conduct of these employees under difficult conditions, which has demonstrated the indispensable value of their national organizations in aid of the effective adjustment of controversies and the efficient conduct of the industry."

"Third, all employees now on strike to be returned to work and to their former positions with seniority and other rights unimpaired. The representatives of the carriers and of the organizations, especially agree that there will be no discrimination by either party against the employees who did or did not strike."

Justice to End Seniority.
"We are glad to observe the obvious justice of this proposition has been accepted. It would certainly be a wholesale injustice to parallel the extent if hundreds of thousands of experienced men who have given four to forty years' service, and whose value to the transportation industry is proportioned to the length of their service, should be placed in a position of inferiority to a limited number of men who have been employed as substitutes for these experienced railroad workers. The demand that such a

wrong should be perpetrated as a penalty against men who have exercised a fundamental and admitted right not to render service under non-acceptable conditions was so unfair that we could not believe it would receive the sanction of any impartial judge."

"We understand the language 'all employees now on strike' to include all employees who hold seniority rights under the rules agreed upon between the carriers and the organizations of employees, or as promulgated by the United States Railroad Labor Board."

Concessions by Strikers.
"It should be understood that in acting favorably upon the peace proposals for settlement of the pending controversies, the representatives of the organized employee feel that they are making concessions and sacrificing on the part of the employees which entitle them to the highest consideration and to recognition as law-abiding American citizens, who are ready and willing to do all in their power, even beyond that which is strictly reasonable, in order to promote industrial peace and to further the uninterrupted flow of commerce of our nation."

"We see evidence of little sacrifice required on the part of the management of both management and employees in submitting. They will suffer no loss in abandoning a host of futile law suits, complete and incomplete, which have never been committed. It is understood that the Labor Board must confirm its previously announced position, and that the railways must abandon the condemned practice of contracting out work and shops and restore the employees to their former status. It should be noted that this practice is not only a violation of the transportation act and of the decisions of the board, but, as shown by many decisions of the board, is a violation of the charter obligations of the railroads and would have been unlawful without the act of any action by the Labor Board."

Ready to Order Men Back.
"We understand that an effort will be made to insure the settling up of a board of adjustment, but inasmuch as such a board can function effectively only with the full co-operation of both management and employees, we can look merely with hope and not with certainty for the establishment of this essential part of the machinery to decide disputes between the carriers and their employees. In the meantime, upon advice from your telegram of July 31, by all carriers, we will take the position of erecting the employees to return to work, and upon the confidence of the carriers and the confidence of the employees, the recent converted decision a delayed justice will be rendered to the employees in the matter of wages and working conditions."

Expect Roads to Accept.
"We should certainly assume that the railway executives, in their obvious interest, eventually will accept the proposals made, unless their counsel are convinced sufficiently that anti-labor forces to resist even the pressure of public opinion exerted through your high office and the present emergency were announced last night by Fuel Distributor Spencer, after a conference with the carriers and the central committee appointed by President Harding, according to the Associated Press. The federal organization in Washington, Mr. Spencer said, will cover distribution of available supplies among railroads, federal institutions and states while the carriers of the states will handle the local supplies."

OPERATORS IN OHIO REFUSE TO CONFER

Southern Coal Exchange Will Meet Men of Own District Only.

By the Associated Press.
COLUMBUS, Ohio, August 3.—The Southern Ohio Coal Exchange will not be represented at the conference of operators and executives of the United Mine Workers in Cleveland Monday, when an effort will be made to terminate the coal strike, according to an announcement by W. D. McKinney, secretary of the exchange, who said members took formal action against acceptance of President Lewis' invitation yesterday.

In notifying Mr. Lewis that the organization would not be represented, the stand of the exchange that they do not believe in interstate action to negotiate a basic wage scale was reiterated. Willingness of the organization to meet with miners of the southern Ohio district for the purpose of drawing a new wage scale was expressed by Mr. McKinney in his letter to Mr. Lewis.

President Lee Hall of the Ohio miners announced today that he will not attend the conference, and that two mine men in eastern and the other in southern Ohio, be permitted to operate to supply coal for state institutions to the executive board of the Ohio miners' organization for final decision at a conference at Cleveland Sunday. He also said that international officers would be asked to pass on the governor's request.

PREPARE FOR PARLEY.
Interstate Conference to Represent Much Tonnage.
By the Associated Press.
CLEVELAND, Ohio, August 3.—The Pittsburgh Vein Operators' Association will meet Monday night to formulate plans for the interstate joint wage conference of miners and operators to be held here next Monday, it was announced.

Coal operators with headquarters here are prepared to resist the demand for a renewal of the old wage scale, it has become known. The operators' committee, which competes with non-union operators of southern West Virginia and Pennsylvania will be demanded, it was said. Two-thirds of Ohio's coal tonnage is expected to attend the conference.

U. S. Fuel Distribution Plan Given Out After Spencer-Hoover Parley
Plans of the government for distribution of coal during the present emergency were announced last night by Fuel Distributor Spencer, after a conference with the carriers and the central committee appointed by President Harding, according to the Associated Press. The federal organization in Washington, Mr. Spencer said, will cover distribution of available supplies among railroads, federal institutions and states while the carriers of the states will handle the local supplies.

Pending completion of the federal organization, Mr. Spencer said, three intermediate stages will ensue—first, the continuation of the normal business by the operators; then, first buyers under the Interstate Commerce Commission service order No. 22, which will enable each operator's business, and finally, coal orders placed through the federal fuel distributor will absorb the entire output of the mines.

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Not a Drop Left.
From Life.
Passenger (hurry into car)—There's a man in the next car just fallen in. Another passenger—Too late, old fellow; last drop's gone; man just had a fit here.

FUEL SHORTAGE ACUTE.
Shutdowns May Come in Few Days in Michigan.
By the Associated Press.
LANSING, Mich., August 3.—A number of industries in Michigan face a fuel shortage that may compel shutdowns within the next few days, according to reports to the state public utilities commission.

The Ford Motor Company at Detroit reported it had a fourteen-day supply of coal and that unless fresh supplies come from unlooked for quarters it might be forced to cease operations. Other automobile companies throughout the state reported they were in a critical condition.

According to indirect advices from Washington, it appears probable that enough coal can be sent to Michigan to keep even vital utilities in operation.

State geologists today continued their investigations of the feasibility of the state taking options on coal in Saginaw district mines and opening the mines under state direction. Such a step has been sanctioned by the state administrative board.

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Fuel Requirements

For Immediate Attention of Heads of Mercantile Houses, Manufacturers, Hotels, Restaurants, Laundries, Hospitals, Apartment Houses and Other Institutions.

What are your fuel requirements from October 1 to April 1, 1933?

Answer:
Anthracite (hard coal).....
Bituminous (soft coal).....

How much coal have you on hand?

Answer.....

This questionnaire must be filled out at once and reply thereto received not later than Wednesday, August 9, so that the special committee of the association can afford you the fullest measure of protection in the pending situation.

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R. P. ANDREWS, Chairman,
JOHN S. DUNN,
M. E. HORTON,
JOHN H. WILKINS,
CHAS. J. COLUMBUS,
Special Committee of the Merchants' and Manufacturers' Association.

MRS. MOSS MAY WIN.
Missouri Woman Leads Count in Congress Contest.
ST. LOUIS, Mo., August 3.—Mrs. St. Clair Moss of Christian College, Columbia, Mo., apparently has won the democratic nomination for Congress from the eighth Missouri district from two men and will oppose republican Representative Sid E. Roach at the November election.

Reports on Consumption.
State fuel committees are to report at once the consumption of coal in their territories by utilities, household users and industries, together with a list of those who should receive priority in coal.

"To set up a single consignee in each state," a statement issued after a conference last night by the federal fuel distributor, through the federal fuel distributor, the governor's committee was responsible for payment of all coal shipped into that state and will put up in advance a bank of coal to cover same which depository will honor, consisting of a sight draft with weight certificate, number, etc., this being practically an f.o.b. sale."

Governor's committees were made entirely responsible for the prevention of profiteering and extortion in the sale and distribution of coal within their states, and will distribute coal in accordance with the same policy to their judgment.

"Shipments of coal by the lakes," the statement continued, "to the states of Minnesota, North Dakota, South Dakota, northern Wisconsin, northern Michigan and northern Indiana, will be handled by the Interstate Commerce Commission through the Ore and Coal Exchange of Cleveland. Orders for such coal on contracts for existence will come through, or be approved by, the federal fuel distributor, to the district committees. It is the purpose of the federal fuel distributor to move movement of coal to this trade. The division of such coal between states receiving priority must be indicated from the federal fuel distributor."

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From Life.
Passenger (hurry into car)—There's a man in the next car just fallen in. Another passenger—Too late, old fellow; last drop's gone; man just had a fit here.

FRANK KOWELL'S MARKET NEWS
SMOKED HAMS 25c Lb.
SMOKED SHOULDERS 17c Lb.

HOME DRESSED BEEF
Round Steak; lb. 25c
Sirloin Steak; lb. 25c
Porterhouse Steak; lb. 32c
Plate Beef, for boiling; lb. 8c
Fancy Chuck Roast; lb. 15c

Bargains in Genuine Spring Lamb
Legs of Spring Lamb; lb. 25c
Breast Lamb, stewing; lb. 10c
Shoulder Lamb, roasting; lb. 15c
Leg and Rib Lamb Chops; lb. 33c
Shoulder Lamb Chops; lb. 20c

VALUES IN PORK PRODUCTS
Lean Pork Chops; lb. 25c
Loin Pork Chops; lb. 32c
Fresh Hams; 8 to 10 lbs. lb. 30c
Fresh Shoulders, fancy, small; lb. 20c

Fresh Killed Spring Chickens; 1 to 2 1/2 lbs. each; lb. 40c
Fresh Killed Baking and Stewing Fowls; lb. 35c
Fresh Milk; pasteurized; pint; 5c
Bread; 16-oz. loaf; 6c

"Good Value" 25c
Coffee; lb. 35c
"Celesta" Coffee; lb. 35c

FREIGHT LOADINGS JUMP DESPITE RAIL WALKOUT

Traffic Increases Shown for All Commodities With Exception of Coal.

Car loadings of all commodities other than coal for the week ended July 22 were the heaviest for this season of the year of any in the history of the carriers and were within nine-tenths of 1 per cent of the peak reached October 15, 1929, according to statistics compiled by the car service division of the American Railway Association and made public by the Association of Railway Executives.

Despite the rail strike, the announcement said, 861,124 cars were loaded with freight, an increase of 217 cars over the preceding week and an increase of 73,990 cars over the corresponding week last year.

Compared with the same period in 1929, however, total loadings for the week of July 22 this year showed a decrease of 67,294 cars, the statement said. Omitting coal loadings, however, the reports showed that the loading of all other commodities during the week of July 22 this year totaled 785,064 cars, which was an increase over the total for the same commodities during the same week two years ago of 68,236 cars.

MEN ASKED TO RETURN.
Southern Railway Ready to Dicker on President's Terms.

The Southern railway system, through Vice President Henry W. Miller, yesterday afternoon invited its striking shopmen to confer with the management on a proposition to settle the walkout on the basis of President Harding's proposals which the railway executives refused to consider in fully at a meeting in New York Tuesday. Mr. Miller, in announcing the invitation, declared there is no obstacle to the company's creation of an event if men returning to work under the President's proposals as of their former seniority.

"The policy of the management of the Southern railway system," Mr. Miller said, "has been to create no strike that would embarrass the company, its employees, or the public, and with this end in view no ultimatum has been issued to the men; no promises have been made; no new terms have been proposed; no strikes of injunctions have been invoked. There is, therefore, now no obstacle to the company's creation of an event if men returning to work under the President's proposals as of their former seniority. The shopmen's committee on the Southern has been invited to confer on this basis."

Gov. Grosbeck Has Plan. Gov. Grosbeck of Michigan is understood to have a plan for settlement of the strike, which will be presented to the conference for consideration.

Gov. McCray, in beginning the production of coal under state authority, with the protection of state troops, is leading the way in the matter of providing coal for emergency purposes. It is possible that some of the executives attending the meetings will adopt the Indiana plan of dealing with the strike situation.

Gov. McCray took the first step in promised effort to provide coal for Indiana's public institutions and essential industries by sending 750 National Guardsmen into the coal fields in the southwestern part of the state. The governor prepared for possible interference by issuing a proclamation of martial law in the district in which it is proposed to mine coal under protection of the troops.

COAL PRODUCTION STARTS IN INDIANA
With Martial Law Proclaimed Cleaning of Mines Gets Under Way.

INDIANAPOLIS, Ind., August 3.—Gov. McCray, having taken his first steps to produce coal for Indiana state institutions and essential industries, today turned his attention to the conference of governors from a number of coal-producing states called to meet at his office at 10 o'clock this morning. The governor, who extended invitations to six other governors to meet with him to discuss plans for the production of coal, has received word that Gov. Davis of Ohio, Gov. Grosbeck of Michigan, and the brother of Gov. Morrow of Kentucky, as his representative, will attend the conference. The governor of West Virginia, who was invited to attend on account of urgent duties arising from the strike situation.

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Is the Biggest Clear-Away, and nearer to a Give-Away than any sale we have staged in many a day. But its days are numbered—so get Busy.

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Every Black Suit
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Every Priestley Mohair Suit
Every Tropical Worsted Suit
Every Shantung Silk Suit

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Every Palm Beach Suit
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Single Breasted
Double Breasted
Limited Selections, But Good Choosing. Whatever You Want, It's Probably Here. If You're Not Sure You Want Some of These—Come in and You Will Be
MONEY'S WORTH OR MONEY BACK

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